

West Bay.

Miss Mandie Sowell is quite sick at the present time.

John Rodgers was in from the Grand Lagoon on Sunday.

Rev Henry Foxworth preached here last Saturday and Sunday.

Mr and Mrs Press DeShazoo, from St Andrew were here Sunday.

Mr Gilmore, from Sampson, Ala., was in town one day last week.

W. B. Merritt is in Georgia looking after his business interests there.

P. N. Hutchison is looking after the still business in Mr Merritt's absence.

One of Hutchison & Huey's crews made a good catch of trout yesterday.

Misses Mamie Cope and Ruth Gilmore were visitors to St Andrew last week.

The Misses Strickland, of Point Washington, were guests at the Bay View hotel Saturday.

Mr and Mrs McCormack and children from Chipley spent several days here last week on a pleasure trip.

Every house, even to the camp houses, is occupied and more people would move in if they could get houses.

Work is progressing rapidly on the still buildings. The only drawback is that they can't get lumber fast enough.

Mr and Mrs Sowell spent last week in St Andrew visiting their children, Mrs Holley, Mrs Stevens and Mrs Dan Sowell.

The Inland Waterway.

The call for the second Rivers and Harbors Congress at Washington in December, designed to develop a public opinion in favor of liberal Federal provisions for the improvement of waterways generally, is bringing to the front a number of practicable projects for the development of water transportation in this country, not the least of which is the proposed inland waterway extending practically from Massachusetts bay to the Rio Grande river. Last week business men met at Wilmington organized a North Carolina branch of the congress and heartily endorsed the scheme for the canal connecting Hampton Roads and Beaufort Inlet. In the same week the people of Louisiana and Texas were interested in the Houston meeting of the association that is promoting the construction of links in the waterway to extend from the Rio Grande to the Mississippi. It is not impossible that other links in Alabama may be considered at the meeting called for next week at Birmingham, while a conference to organize sentiment on the Atlantic coast for deeper waterways, to be held at Philadelphia next week, will consider such links as the Delaware and Raritan canal in New Jersey and the Chesapeake and Delaware canal in Maryland and Delaware.

Considering how great a portion of the proposed inland waterway has been already laid out by Nature in the shape of Long Island Sound, Delaware and Chesapeake bays, the Mississippi, sound, inlets and canals, it should not be difficult to assemble a strong and effective public opinion embracing the whole stretch of country, including 15 seaboard and Gulf States to be benefitted, in favor of the project and to make such opinion to take active form in congressional action. The commercial advantages of this inland waterway, tapping, as it would, so many natural arteries of commerce, can hardly be estimated. In addition it would be incomparable as a means of defense in case of war. Moreover, canalization and the deepening of existing waterways would contribute much toward solving the problem of drainage in portions of some of the States. The perfectly proper active participation by the Federal Government in the construction of a waterway would, indeed, in this particular, lessen the excuse for the demand that the Government go into drainage projects by the wholesale. The canals for the waterway constructed under Government auspices might readily become the bases for drainage undertakings under the auspices of individual States.—Manufacturers Record.

Bayhead.

R. W. Gay, of Gay, was shopping here Tuesday.

Rev E. W. Roberts was a pleasant caller at F. H. Ware's Sunday night.

J. W. Gainer and Jas Brown, of Econfinia, were shopping here Saturday.

The Misses Alice and Leta Seoniers, of Gloomy Valley, were shopping here Saturday.

We have had a little cold weather the past week. Hope Panama is not frozen out yet.

Last Monday J. H. Anderson with his launch brought up some colored folks from Southport.

There were quite a crowd of Jackson county folks down here fishing and hunting last week.

J. J. Trousdale and family, of St Andrew, were up last week to the cane grinding at M. D. Mashburns.

Ray Palmer with the freight boat Eva, from Carrabelle, was up the bay, attending to business Monday.

Ben Hancock, representing the Wells-Kahn Co. and two other gentlemen, were attending to business here Tuesday.

Capt W. M. Railsback made a trip to St Andrew Monday with the U. S. mail boat, Favorita, leaving her for repairs and bringing the Hugh back with him to carry the mail with.

Econfinia.

We had a much needed rain this week.

Miss Maggie Cox visited Miss Sallie Brown last week.

E. M. Newman left here Monday enroute for Wausau.

J. W. Padgett and son left here on Sunday for Chipley.

We have been having some cool weather the past week.

J. F. Gardner passed through here Sunday en route to Chipley.

Miss Lilly Brown visited the Misses Maggie and Mary Cox on Friday.

Rev W. A. Byran will preach here on the 23rd and 24th of this month.

Syrup making and hog killing is the order of the day in our little town.

Mrs Tom Mastburn and mother visited Mrs James Mashburn on Friday.

Mrs J. W. Padgett was taken suddenly ill Saturday. We hope to see her up again soon.

Mrs J. W. Gainer was called to Orange Hill last week to visit her father who had been kicked by a mule.

G. W. Howbs mother, who has been spending some time here with relatives, left Thursday for her home in Georgia.

Saw Mill Burned.

We copy from the DeFuniak Springs Breeze an account of the destruction by fire on November 8th of the mill of G. W. Ward, of the Panama City Mill Co., located on Sandy Creek, Walton Co. The friends of Mr Ward here tender him their sympathies in this added misfortune.

"A fire that originated in some way unknown, but likely from a spark from the slab pit and started somewhere near the cut-off saw, completely destroyed the comparatively new saw mill belonging to George Ward, situated just below S. J. Parish's on Sandy Creek, last Friday night, entailing a loss of somewhere between \$2,000 and \$3,000.

Those living near made every effort possible to extinguish the fire, but could do nothing more than stop its spread to the adjacent lumber piles, and in that way saved a considerable amount of property.

George had all sorts of bad luck the last few years, but comes up smiling every time, after blows that would put most people out for good. Such luck is bound to win, and we hope that it is the last time we will have any of his misfortunes to chronicle."

From the Dothan Siftings of the 15th we take the following relative to the extension of train service to Compass Lake by the A. & St. A. B. R. R.

"The A. & St. A. Bay, road ran their first passenger train through this morning to Compass Lake.

For the present, only the early morning train which leaves Dothan at 7 o'clock will go through to the Lake, evening train stopping at Round Lake."

Antidote for Panics.

The export movement of crops and other products of this country now well under way has turned a stream of gold toward the United States. Europe must have wheat, cotton, meat and other things which cannot be produced on that continent in sufficient quantities to supply the great population and must look to the granary and storehouse of the world for it.

Enormous shipments of gold that will soon reach this country to pay for the necessities of life that have been sent across the ocean and that are to be sent will be immediately available for the commerce of the United States, and business will move along with its old-time smoothness and prosperity.

With the vast resources of the country a serious and prolonged disturbance of business is almost impossible so long as the people devote their attention to honest business and see to it that the few who engage in the other kind of business are properly restrained.

The people of the civilized world must eat and wear clothes. And there is no country that can feed and clothe them so well as the United States.—Pittsburg Leader.

Southern Clay Products.

The value of the products of clay-working industries of the United States in 1906 was \$161,032,722, of which the South produced to the value of \$21,744,133. The production by the Southern States was as follows:

States.	Value.
Alabama	\$ 1,688,899
Arkansas	532,194
Florida	289,618
Georgia	2,400,624
Kentucky	2,592,423
Louisiana	900,697
Maryland	2,136,539
Mississippi	851,080
North Carolina	1,182,338
South Carolina	830,481
Tennessee	1,620,226
Texas	1,969,598
Virginia	1,968,078
West Virginia	2,783,312

Total.....\$21,744,133
The working of clay products into brick and tile, pottery, etc., in the South is still an infant industry. In spite of the vast clay resources of that section the total value of its products last year was just about one-eighth of the total value for the whole country and \$9,000,000 less than the total value of Ohio's products.—Manufacturers Record.

Naval Stores.

Mr S. P. Shotter, of the American Naval Stores Company, does not join in the prediction that a fall of 45 cents in the price of turpentine is imminent. He sees little in the trade situation that could contribute to such a slump.

When seen by a representative of the Morning News relative to the published prediction of the slump in the naval stores market, Mr Shotter deprecated the prediction as being calculated to unduly disturb values, and expressed the opinion that there is nothing in the present situation to warrant a statement that turpentine will decline to 45 cents in the early future.

It is true, Mr Shotter says, that there is an ample crop, and that the introduction of substitutes has had a marked effect on consumption, but the present price might be regarded as a fair one under ordinary circumstances. Up to this time the financial stringency has in no way affected legitimate trade, and even if the money market does not improve it is unlikely that the price will drop below 47 cents during this crop season.

The disturbing element in turpentine, says Mr. Shotter, is the large speculative stock held here and in Jacksonville. If 45 cents or lower is reached it will probably not be before the time when this speculative movement culminates through the realizing on this heavy quantity, which, possibly may not be before the approach of the new crop.—Savannah News.

Applications for pensions in this State now run over 10,000.

It is reported in Tallahassee that the Governor will call an extra session of the legislature to convene about Dec. 2. That the entire press and people of the State are opposed to such action carries no weight with the Governor.

Owing to Judge Sheppard having been the attorney for the U. S. in many cases that came up for trial at the present term of the Federal court, Judge Hundley, of the Northern District of Alabama, took his place on the bench, while he goes to Judge Hundley's District for a month or so.

Atlanta and St Andrews Bay Rail Road.

Only direct Rail Route from Central and South Alabama and Georgia to the GULF COAST !

TIME TABLE No. 3.

In effect September 7, 1907.

No. 3	No. 1	Dis	STATION.	No. 2	No. 4
2:40pm	7:30am	0	Lv. Dothan, Ala. Ar.	12:35pm	7:15pm
3:10 "	8:00 "	10	.....Hodgesville.....	12:10 "	6:50 "
3:40 "	8:30 "	21	.....Camellton, Fla.....	11:40am	6:20 "
3:55 "	8:45 "	26	.....Welchton.....	11:20 "	6:00 "
4:15 "	9:05 "	31	.....Cottondale, Fla.....	11:02 "	5:45 "
4:45 "	9:35 "	38	.....Alford.....	10:32 "	5:12 "
5:00pm	9:45am	41	Ar. Round Lake.....Lv	10:27pm	5:05pm
.....	.....	.....	.....Fountain.....	.....	.....
.....	.....	.....	.....Panama City.....	.....	.....

Where time is not shown train does not stop. (p) Daily, except Sunday. (s) Sunday only
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East Bay Mail leaves St Andrews each week day at 5:30 a. m. Arrives at Wetappo at 12 noon. Leaves Wetappo at 1 p. m. Arrives at St. Andrews at 6:30 p. m. Makes stops at Panama City, Millville, Cromanton, Cook, Farndale, and Allanton. Will also stop on arrangement made at other points.

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